

CENTRAL INTELLIGENCE AGENCY

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Open Cast Mining

1. Farms in the area of the planned extension of the Katzendorf open cast mining area in the direction Culmitzsch are being evacuated in preparation for stripping. In other parts of the Katzendorf area, Sorte III ore only was mined.
2. Two excavators and 21 dump trucks are working on the Culmitzsch open cast mining site. The stripped overlay is not being tested for ore before dumping, because the ore layer in this area is expected at greater depths (30 - 35 m.) than at present being worked. About 45 persons per shift, including drivers, work in this area in three shifts per day. Work on the experimental shaft at the northern edge of the area has been discontinued.
3. Very little ore was mined during the period, August to mid-September 1955, in the Gauern area. Carting away of low grade ore from the dumps continued; fifteen dump trucks were engaged in this operation.
4. The Stalsenberg area is now about 600 m. long and 200 m. wide. Fifteen dump trucks were engaged in carting away the stripped overlay; ore found in the overlay is dumped separately from the dead material.

Underground Mining

5. About 500 workers have been added to the total staff employed at Zentralaschacht Schmirehau; they are employed by Object 11 on the building of Schacht installations. Ore of Sorte I, II, and III was mined. Sorte I is packed underground in metal boxes and transported to Niederschlema in motor trucks (LKW). Brick buildings to house pit head installations of the two new Schachte east of the main Schacht at Schmirehau are being built; the frames are already completed.
6. Ore of Sorte II and III was mined at Zentralaschacht Lichtenberg; a little Sorte I was also mined. Sorte III is carted to Renneburg for loading.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI	AEC	X				
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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7. About thirty men per shift from Object 29 worked on the building of the Zentralsschacht Paitsdorf; the area of the Schacht is now enclosed with barbed wire; installations already completed include the winding tower, offices, a forge, compressor station, washing, and changing rooms. Ore mining has not begun.

Transport and Dispatch of Ore

8. Two loading ramps are in use at Ronneburg; one was formerly used for civilian purposes and the other, north of the Holsfabrik, Ronneburg,¹ is newly built. At the beginning of August 1955, ore from Schmiedeau and Lichtenberg was loaded here; after the second week in August, ore for loading came from Lichtenberg only. During the period, August to mid-September, an average of 55 cars per shift (three shifts per day) were loaded, mostly with Sorta III. Sorta II was loaded only on a certain day, usually Sundays. Destinations of the cars were Crossen, Aue, and Gittersee, mostly Crossen. The enlargement of the new ramp at VEB Holsfabrik Ronneburg is now completed.
9. About 25 cars per shift were loaded at Gauern during the period August to mid-September. Destinations of the cars were Zwickau, Crossen, and Gittersee.
10. At Truenaig 50 to 55 cars per shift were loaded. Destinations of the cars were Zwickau, Crossen, Aue, and Gittersee. Cars to Gittersee travel via Werdau, where they are weighed.

Comment: Possibly VEB Möbelwerke Ronneburg.

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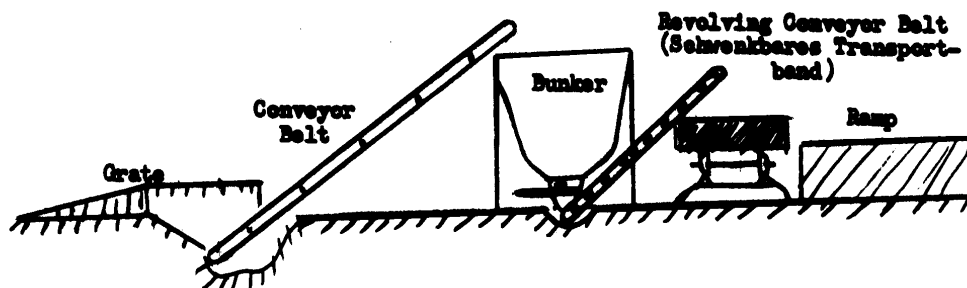
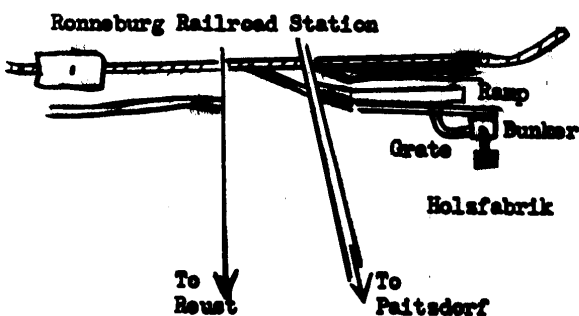
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AppendixNew Ore Loading Installation, Ronneburg

The loading point consists of a 100 m. x 30 m. concrete platform with ramp leading from Paitzendorfstrasse. Railway lines on both sides of the platform connect with the Ronneburg-Geesenitz line. Tipplers tip the ore into trucks on both sides of the platform. Over the railway line on the south side of the platform stands an ore bunker. The bunker is of wooden construction lined with sheet metal. Ore dumped through on an iron grating is caught up on a conveyor belt and loaded into the bunker. Another conveyor belt feeds ore from the bottom of the bunker when the release gate is open into railway cars.



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